

TOPIC 7 Dessau Airfield

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EVALUATION	25X1X	PLACE OBTAINED	25X1A
DATE OF CONTENT		25X1C	
DATE OBTAINED		DATE PREPARED	28 January 1953
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS			

SOURCE

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1. The following observations were made at Dessau airfield between 1 and 26 December.

1 to 11 December. No air activity was observed at the field.

12 December. About noon, some take-offs were made by ground attack planes.

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14 to 21 December. No air activity was observed.

22 December. Between 10 a.m. and 3 p.m., there was intensive air activity.

25 December. During the morning, [] heard the noise of flying from the direction of the field.

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26 December. The noise of engines was heard. Several planes circled over the field, while additional planes took off at short intervals. The aircraft assembled in formation and flew toward the east. At 2:40 p.m., [] from the railroad line that all the planes had taken off. Two long trains of boxcars, gondola cars and flatcars with sideracks stood on the spur track to the field. One train had two tank cars. Several open cars were loaded with boxes and billeting equipment. Next to the plane, there were two trucks from which billeting equipment was being unloaded by 20 to 30 soldiers. At about 3:30 p.m., two trucks loaded with billeting equipment were observed in front of the former administrative buildings which were used as quartering buildings by the Soviets. It appeared that the entire unit was to leave the field.

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2. Between 3 and 10 December, no air activity was observed. Usually, there was frost, cloudy weather and occasionally snowfall. Between 3:20 and 3:45 p.m. on 10 December, several engines were started. Throughout the day on 11 December, the weather was cloudy and the temperature was below zero. At about 9 a.m., ground attack planes started flying usually taking off individually and landing in elements of two. Between 2:30 and 3:20 p.m., only individual take-offs and landings were made. During the air activity, 2 trucks loaded with equipment and a fire truck with a trailer were parked at the flight control station. A vehicle with a van-like super-structure and with a rectangular set with wires on top was observed about 150 meters from the runway between the flight control station and the radio installations. At 4:50 p.m., about 50 men, wearing leather trousers and jackets, fur-lined collars, helmets and boots marched through the main entrance of the field toward the billets. Source could not observe that the soldiers were wearing any insignia. At 4:30 p.m., 45 ground attack planes and 1 biplane were counted at the field.
3. One of the fuel containers which had previously been unloaded and stored east of the Alten railroad station at the site of the former fuel dump was still there. The second one was propped ^{up} near the repair shop.
4. On 4 December, about 40 men exercised aiming with guns in the AA gun emplacement in the southeastern corner of the field. One officer and four men were observed at each gun. A range-finder operator who carried a frame with a set, about 1 meter long, in front of his chest shouted some orders whereupon the gun barrels were turned. Boxes were carried to the guns from small hollows or earth bunkers. On 19 December, the guns in the AA gun emplacement were covered with tarpaulins. A measuring instrument on a tripod was observed in the emplacement.³
5. On 3 December, source observed from the Alten railroad station that eight shrapnelproof aircraft revetments were being filled with sand. Groups of 14 men each were excavating a small ditch around the individual revetments. On 4 December, masts were being set up and an overhead line was being strung near the shrapnelproof revetments in the southern section of the field. Two wires were strung and lamps were fixed. The lamps were dimmed to the sides and above and beamed their light only downward.
6. At 1:30 p.m., on 5 December, about 180 men drilled in front of the flight control building. About 40 men were engaged in rifle aiming practice.
7. On 9 December, 50 to 60 men worked on three sheds in the northeastern corner of the field. These sheds were about 4 meters high and had slanting side walls. On 16 December, one ground attack plane each was parked in the three new wooden sheds on the northern edge of the field. These sheds were so large that their doors could be closed if a plane was parked inside. However, no doors had been hung. There was a box-like set with small iron wheels, an air vent pipe in the upper section and a metal sieve, about 30 cm in diameter, in the rear

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wall next to each plane. A hose, 4 to 5 meters long and about 15 cm in diameter, apparently of fabric painted silver projected sideways from the set. One set stood behind the wings of each of the three planes, while the hose extended forward under the wings. Each shed was also equipped with two fire extinguishers. The planes had white upper edges on their rudder assemblies and white numbers.⁴

8. On 19 December, four railroad tank cars, about 5 meters apart, stood on the spur track at Alten railroad station. Two sentries armed with submachine guns were posted at each tank car. Truck

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9. On 25 and 26 December, numerous ground attack planes, a high wing monoplane and a biplane left the field toward the southeast. They were not observed returning to the field. Billeting equipment was loaded on railroad cars on the spur track. The AA guns were still in their emplacement.¹

10. On 21 December, about 50 IL-10s were parked on the southern edge of the field and 1 PO-2 plane was east of the ground attack planes. Three sentries wearing black-bordered blue epaulets, who were armed with submachine guns were posted near the aircraft. The ground attack unit was no longer stationed at the field on 29 December. On this day, billeting equipment and aircraft parts were loaded. A local resident said that, according to a Soviet senior lieutenant, the ground attack unit was transferred to Brandis.¹

11. Shortly before 4 p.m. on 7 December, no air activity was observed at the field. The snow was not removed from the runway. West of the flight control building, there were six earth bunkers and a newly erected low wooden building, similar to the buildings formerly used by the Reich Labor Service. Another new low wooden building was east of the flight control station. Six to eight earth bunkers were observed near the AA gun emplacements. At 2:50 p.m. on 31 December, no ground attack planes were stationed at the field. A VP guard in blue uniform was observed at the [antra, co] to the field. No AA guns were observed. Some of the window panes of the flight control building and the temporary buildings were broken. Two VPs on motorcycles were observed moving toward the field.¹

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- 25X1A1. [] Comment. Dessau airfield was previously occupied by a ground attack regiment which was equipped with IL-10 planes. According to the reported observations, it is definitely believed that the unit vacated the field on 26 December 1952. The information in paragraph 10 that the unit was transferred to Brandis may be correct as 36 IL-10s were observed landing in Brandis on 26 December. [] The evacuation of Dessau airfield is possibly connected with the establishment of an air force armament industry in East Germany. According to credible information received previously, Dessau is one of the airfields which will be used for this purpose.

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2. Comment. The same source previously reported these containers.

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- 25X1A 3. Comment. The AA gun emplacement is known. The canvas-covered set on a tripod possibly is an AA telescope.

- 25X1A 4. Comment. The construction of three wooden hangars was reported previously.

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These hangars were probably erected for repair purposes. The sets described are probably preheaters. The three planes, according to their markings, belong to the ground attack regiment stationed in Dessau.

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